

## R. R. ENGINEERS REPEAT REJECTED WAGE DEMAND

Answer to Managers' Committee's  
Refusal Hints at Refer-  
endum on Strike.

### STONE SAYS IT'S REMOTE

Doesn't Believe in Tieups—Roads Base  
Veto on Inability to Raise  
Freight Rates.

The conference committee of railway managers which has been representing fifty systems in the northeastern quarter of the country in the negotiations with the Brotherhood of Locomotive Engineers over formal demands made by the latter on January 22 last for advances in wages averaging around 18 per cent. sent its final reply yesterday forenoon to Grand Chief Warren S. Stone of the brotherhood, whose local headquarters are at the Broadway Central Hotel. The reply refuses the demands entirely and cites in general the reasons for refusal, chief of which is the fact that the railroads cannot afford the wage increase because of the Interstate Commerce Commission's refusal to permit an increase in freight rates.

Grand Chief Stone in discussing the action of the railroads pointed out that the locomotive engineers' committee is not empowered to call a strike. It merely can order that a referendum vote be taken on the question of calling a strike.

After the receipt of the managers' reply Mr. Stone wrote a letter to Mr. Stuart reaffirming the engineers' position, and Mr. Stuart replied similarly reaffirming the managers' position.

The managers' first formal reply to the engineers follows:

The conference committee of managers has given careful consideration to your proposals and to the proposals of the locomotive engineers for an increase of wages and a standardization both of wages and the working conditions of engineers upon the railways living east of Chicago and north of the Norfolk and Western Railway, which territory you designate as the Eastern district.

The proposed increase in wages and changes in working conditions would increase the pay of the employees of the railways of the Eastern district for the year now being rendered by the following amounts per annum:

Passenger service.....	\$1,375,336.91
Freight service.....	3,575,391.73
Switching service, including belt.....	1,032,302.90
Terminal delay.....	404,154.71
Other working conditions.....	\$65,408.49
Total increase.....	\$7,533,792.74

or 18.63 per cent.  
This increase is equivalent to placing on these properties a lien of \$188,741,816 of 1 per cent. securities which would have preference over first mortgage bonds, and to just that extent would lessen the ability of the roads to make the improvements necessary to increase the efficiency of their service and to insure greater safety to the public and the employees.

Past history indicates that if these increases are given to the engineers they will be followed by similar requests from other employees which would result in actual bankruptcy to some of the roads and would leave them as a whole unprepared to meet any sudden increase in the demands for transportation.

The wage advance to engineers and other employees in this district would result in a much needed advance in freight rates which the Interstate Commerce Commission declined to allow. Enforced reductions of rates have been more or less common since the time of the war, and the latest decision being in the Pittsburgh Lake Coal case, requiring an average reduction of 10.42 cents a ton in the freight rates which would result in a loss of 2,000,000 tons of coal per annum, and the general effect upon freight rates on fuel and commercial coal will be far reaching.

It is less than two years since the least adjustment of engineers' wages was made in the Eastern district, which resulted in an annual increase of engineers' pay amounting to \$2,923,080.61, or 10.73 per cent. In this adjustment all conditions of the service then prevailing were considered and provided for, and the time there has been no substantial change in these conditions.

The ability of the railroads to meet the mounting demands for increased wages is measured by the net results of their operations and the sum of the obligations which they must meet to maintain their solvency. The reduction of the net revenues by the constantly increasing expenses of operation has narrowed the margin which is essential to the solvent existence of many of the roads that further increases in operating costs are viewed with grave concern.

To illustrate the tendency in this direction during the last two years the following figures from the reports of the Interstate Commerce Commission are submitted for the railways of the Eastern district:

1911.....	1910.....
Net operating.....	32,825.....
Total revenue.....	\$1,140,272.22
Net operating.....	32,825.....
Total revenue.....	\$1,140,272.22

From these figures it will be seen that while gross earnings increased \$18,250,019 in 1911, there was a decrease in net earnings of \$7,650,200, and while 8,197 less men were employed the total wages increased \$39,448,902.

The tendency toward financial disaster cannot be moved until the fact that the present rates of wages are as a rule full and liberal and the railroads as explained above are financially unable to bear the increased expenses involved in it is evidently impossible to grant the requests which you have submitted.

Upon receipt of the managers' reply Mr. Stone immediately sent back the following letter to Mr. Stuart:

Mr. Stuart, Chairman, Conference Committee of Managers, Room 580 50 Church Street, New York City:

Dear Sir: Pursuant to my promise that I would reply this afternoon to your communication, would advise the same has been done and the chairman and I have been instructed to inform you your decision expressed in your letter of March 23rd has been accepted.

We again confirm our request of January 22nd and beg to advise if the conference committee of managers has nothing further to say the entire question will be submitted to the engineers employed on the roads represented for their final action. Yours respectfully,  
W. S. STONE,  
Grand Chief.

Mr. Stuart promptly sent the following answer back to Mr. Stone by messenger:

W. S. Stone, Grand Chief Engineer, B. L. E., Broadway Central Hotel, New York:  
Dear Sir: Replying to your letter of even date, the conference committee of managers advises that it can add nothing to the facts set forth in its reply of this morning.

It had hoped the engineers would recognize the gravity of the situation confronting the railroads, and their inability to meet the engineers' requests as set forth in the communication you have received.

It trusts the matter will be given full consideration. THE CONFERENCE COMMITTEE OF MANAGERS  
By J. C. STUART,  
Chairman.

Before the meeting of the engineers at the Broadway Central Hotel, Grand Chief Stone said that the engineers are in a good condition for a strike. But he added:

I am not talking strike because I do not believe in strikes if they can be avoided, but the engineers are reliable men whose honesty, faithfulness and capacity cannot be questioned and their places could not well be filled. I may say beforehand that we will stand out for our demands. We believe they are just and right. If we did not we would not have made them.

It was pointed out that the committee of railroad managers had held that the demands of the engineers would be impracticable, and he was asked if the engineers had taken up the matter from the standpoint of the railroad officials.

"We took the matter up from every standpoint," replied, "The Brotherhood of Locomotive Engineers is not in the kindergarten class. We do not go into any movement without considering the matter from every possible standpoint."

The meeting of the engineers' committee lasted about two hours. At the conclusion of the meeting Grand Chief Stone sent out a committee to the reporters.

The spokesman of the committee said: "We have reaffirmed our requests of January 22, and have informed the committee of the railroads to that effect. We expect their reply to-morrow."

When the responsibility of a strike was mentioned to the representative of Grand Chief Stone he said:

"We are not talking of a strike. It is too soon to talk of a strike; many things could happen before a strike took place. We are a long way from a strike."

Grand Chief Stone himself said later it would take a two-thirds vote of all the men involved to declare a strike. Even then he had power to veto a strike if a strike was declared.

It was said that mediation under the Erdman act would be probably resorted to in case of a strike vote. This act cannot be appealed to until a crisis is reached. Such a crisis would be reached if the engineers voted for a strike.

### POSED AS LLOYD'S AGENTS.

Philadelphia Insurance Men Arrested—Huge Fraud Charged.

PHILADELPHIA, March 25.—What promises to develop as a gigantic international swindle was revealed to-night when Postal Inspector Cortelyou and United States Deputy Marshal Myers raided the insurance offices of James Burton Scott in the Land Title Building.

Scott, J. Merrill Smith and Evan Powell, all members of his firm, were taken in the raid with thousands of letters which the firm had circulated throughout the country.

The postal officials say the men were representing themselves as agents in this country for Lloyds of England. At the hearing to-night United States Commissioner Craig held Scott in \$7,500 bail, Stewart in \$2,000 and each of the other members of the firm in \$1,000 for a further hearing.

The specific allegation of fraud was made by the Degnon Construction Company of New York, who paid Scott's firm a premium of \$65,000 for insurance on one of their vessels. The policy was to have been issued by Lloyds, but it never came. The Degnon Company at last notified the Postal authorities.

One story had it that there was a per-cussion cap and another that there wasn't any. Chief Inspector Kelly of the Bureau of Combustibles refused to say anything about it. The bomb was turned over to Deputy Police Commissioner Dougherty, who was silent yesterday after talking with Commissioner Waldo. A man who knew the makeup of the bomb said it might have exploded if it had been dropped on the floor or carelessly handled, but there was no telling how much damage it would have done, probably very little.

It was said also that the address on the package was not typewritten, as was the case in the first bomb and the one which killed Grace Walker. On the contrary the name of Judge Rosalsky had been cut out from a newspaper and pasted on. In the box were newspaper clippings which described interviews with Commissioner Dougherty.

The police are still guarding Judge Rosalsky. Two detectives accompany him to the Criminal Courts Building, and he shows that he is under a nervous strain. The only statement he would make yesterday was as follows:

Any interview on this subject will have to come from Commissioner Dougherty. The Commissioner is making a most thorough and rigid investigation, and he is fully competent to devise ways and means with a view to detecting the person or persons responsible for this second attempt. The character of the crime shows the murderous design of the sender, who does not seem to realize that his action might result in the death or serious injury of a number of persons who in the course of the trial are called upon to handle the matter. He alone, and for that reason his solution should be allowed to rest with the police without any embarrassing interference or suggestions on my part.

BRANDT CASE BILL PASSES.  
McClelland Measure, Amending Law,  
Goes Through the Assembly.

ALBANY, March 25.—The Assembly passed Senator McClelland's bill designed to meet such cases as the Brandt case. It provides that where there has been judgment on a plea of guilty upon the commission of a felony the case may be restored to the status it was in before the plea where it shown that public interest justifies such action. The bill takes effect September 1.

HER JEWELS TO THE CARDINAL.  
Mrs. Andrei Asks Him to Have Them  
Made Into Church Ornaments.

The will of Mrs. Henriette Andrei, daughter of Viscount Henri de Bermingham and widow of Dr. Adolph Andrei of Pisa, leaves all her jewels to Cardinal Farley to be made up into any articles for the church which he chooses. The will leaves \$4,000 to the Brooklyn College, \$500 to the Xavier School for Blind Boys and \$3,700 to the Rev. William H. Walsh of 305 Elizabeth street to be devoted to his settlement work. The testatrix leaves \$3,000 to John Murray, husband of a maid formerly in her employ, and \$6,000 to Mary Kiduff, a maid.

Dewey's "Brat-Cave" and "Special Sec."  
Champanes for the Bill.  
H. T. DEWEY & SONS CO., 125 Fulton Street, N. Y.

## STORY OF THREE ROSALSKY BOMBS

Friend of the Judge Says There  
Were Three, but Police  
Official Denies It.

### ONLY ONE ARRIVED THOUGH

One Supposed Bomb Had Very Little  
Explosive and Some Newspaper  
Clippings.

If three instead of two bombs have been sent through the mails addressed to Judge Rosalsky the police may have one charged with nitroglycerine and likely to explode upon concussion. But as far as can be learned, the "bomb" stopped at Post Office Station H last Wednesday was pretty close to an imitation bomb with very little explosive in it and no apparent machinery for exploding it. In support of the nitroglycerine story told on Sunday a friend of Judge Rosalsky said positively last night that there had been three bombs; but a high police official denied it.

According to the friend's story, only one of the three bombs arrived. That was the bomb that blew up in the Judge's apartment and took off part of the hand of Inspector Eagan. The second bomb, which was comparatively harmless, was caught in the mail last Wednesday. The third bomb was the dangerous one of the trio. It was loaded with nitroglycerine, according to the Judge's friend, and was discovered either two or three days ago. The first and the third bomb were similar only in that both were dangerous. The one that was discovered at Post Office Station H last Wednesday was not.

While the police did not hesitate to give out photographs of the remnants of the bomb that killed Grace Walker, as well as furnishing pictures of the first Rosalsky bomb, they refused yesterday to tell anything about the bomb of last Wednesday. It might interfere with public policy, they said. An appeal to Police Commissioner Waldo was answered by the statement that the police were not talking about bombs. This was after it had been explained that the second bomb sent to Judge Rosalsky was not quite as harmless as it had first been supposed.

It contained a glass tube something like a test tube, about four and a half inches long and about an inch in diameter. In the tube were black antimony, chlorate of potash and powdered sulphur. There was very little of each ingredient, not enough to make a powerful explosion. It was the same combination used in the other bombs in larger quantities. There was no mechanism. It was said yesterday that there was a piece of wire in the glass tube, but there were no batteries.

One story had it that there was a percussion cap and another that there wasn't any. Chief Inspector Kelly of the Bureau of Combustibles refused to say anything about it. The bomb was turned over to Deputy Police Commissioner Dougherty, who was silent yesterday after talking with Commissioner Waldo. A man who knew the makeup of the bomb said it might have exploded if it had been dropped on the floor or carelessly handled, but there was no telling how much damage it would have done, probably very little.

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### WON'T SIT WITH FITZHERBERT

Republican Senators Go Into Conference  
When He Appears in Senate Chamber.

TRENTON, N. J., March 25.—Senator Richard Fitzherbert of Morris county, recently found guilty of conduct unbecoming a Senator in connection with the proposed disposition of two acetylene gas bills which he had introduced, entered the Senate chamber this afternoon. His presence was immediately followed by a conference of the Republican members to determine what action should be taken in the event of Senator Fitzherbert attempting to take his seat.

While the conference was in progress Senator Fielder, the minority leader, of Hudson county, got hold of Senator Fitzherbert and suggested that before making a move to take his seat he should call upon Gov. Wilson to talk over the possible effect of such action. Fitzherbert took his advice and after a long wait in the ante-room was shown into the private office of the Governor. His talk with the Governor lasted only about five minutes and he came out looking most crestfallen.

He would make no statement at the time except to say that he would defer until to-morrow his proposed attempt to take his seat in the Senate. He then left the State House and did not return during the afternoon or night sessions which followed.

Gov. Wilson declined to say what he had told Senator Fitzherbert until after he had again heard from the Morris Senator. The Governor expected a reply within a few hours, but had not received it up to the time of his leaving the State House to-night. The Governor's manner seemed to indicate that he had urged the immediate resignation of Fitzherbert, which was asked for by his Democratic colleagues last week.

AUTO HIT JUSTICE HOTCHKISS.  
Bruised. He Limped Into Night Court to  
Prosecute Chauffeur.

Supreme Court Justice Henry D. Hotchkiss was run down last night at the corner of Broadway and Forty-second street by an automobile owned by James S. Alexander, president of the National Bank of Commerce. Justice Hotchkiss's ankle was badly strained, his side was bruised and he suffered other bruises about the body.

He was about to board a northbound car when the automobile, in which was only the colored chauffeur, Dennis Grover, came upon him going west. Justice Hotchkiss was unable to get out of the way and was struck and knocked down. Grover stopped his machine and got out. Traffic Policeman Gannon was called to the scene of the accident that time and had raised him to his feet. Gannon arrested Grover for reckless driving and for having no chauffeur's license.

The Justice, accompanied by a friend, drove to the night court to appear as complainant against the chauffeur and was assisted into the building. He was leaning on a heavy cane to save the injured ankle. A lawyer appeared in court to represent Mr. Alexander's chauffeur. The lawyer said that the chauffeur had a license but had left his badge at home. Magistrate Appleton dismissed the no license complaint and fined Grover \$10 on the charge of reckless driving.

Justice Hotchkiss then returned home and went immediately to bed. At his home later last night it was said that while he was considerably bruised and his ankle pained him a good deal, he hoped to be out this morning.

DUKE DETECTED FRAUD.  
Too Many Medals on One Man Caught  
Connaught's Eye.

OTTAWA, Ont., March 25.—Dr. J. G. Evans of Toronto, who is under arrest for forgery, owes his downfall to his weakness for medals and to the discerning eyes of the Duke of Connaught, who sized them up for fakes when Dr. or Capt. Evans, as he called himself, stood with the army and navy veterans when the Duke and Duchess visited Toronto recently.

The Duke remarked to an officer that the man had a remarkable number and variety of medals for a young man, and this gave impulse to a growing distrust of the man. He was called to account and resigned immediately. His medals, which are in the hands of the police, evidently have belonged to others whose names have been effaced and the name of "Lt. G. Evans, R. E." superimposed. His medals looked all right till the Duke saw their incongruity at a glance.

BURNS \$1,000 TO SPITE WIFE.  
Husband, Failing to Get Divorce, Fires  
Savings, Then Kills Himself.

RICHMOND, Mich., March 25.—Albert Fetting, a farmer, committed suicide to-day after he had drawn his savings, \$1,000, from a bank and had burned the money.

Fetting had sued his wife unsuccessfully for divorce and burned the money for fear she might get it.

MARTIAL LAW IN PERSIA.  
Russian Consul Proclaims It Because  
Rival Persians Fight.

THERAN, Persia, March 25.—The Russian Consul at Meshed, where 2,000 of the Czar's troops are stationed, has proclaimed martial law because of fighting between the followers of the former Shah and Constitutionalists.

BURGULAR ROOTS FOR BURGULAR.  
"Good Character" Testimony—Rogues'  
Gallery Will Get Back Some Pictures.

Edward Charles Burgess was testifying before Judge Swann in the Court of General Sessions yesterday to the good character of Paul Macella and Edward Purtell, two burglars up for sentence, when the court was informed that Burgess had served six months for burglary. Judge Swann then halted the testimony of the "character witness" and sentenced the two prisoners to two and one-half years each.

The photographs of Macella and Purtell were removed from the rogues' gallery by order of Mayor Gaynor before the burglary to which they pleaded guilty.

## BEEF PACKERS' CASE NOW IN JURY'S HANDS

Judge Carpenter Warns Jury That  
It Is Not to Attempt to  
Construe the Law.

### ONE QUESTION BEFORE IT

"Did These Defendants Conspire and  
Combine in Restraint of Trade?"  
Court Says in Charge.

CHICAGO, March 25.—"Did these defendants conspire and combine in restraint of trade?" Federal Judge Carpenter thus put the fate of the ten Chicago packers who have been on trial for fifteen weeks up to the jury late this afternoon, and the body is deliberating to-night on its verdict.

Judge Carpenter began his instructions to the jury shortly before 4 o'clock, immediately following the concluding address by Government Attorney Pierce Butler of St. Paul.

The instructions of the court were long, precise and delivered slowly. At times the scene in court was dramatic, so intense did the throng which crowded the room become in their eagerness to catch every syllable uttered.

Judge Carpenter's first charge was an interpretation of the Sherman anti-trust act, the law under which the packers have been prosecuted and the law under which they have been investigated in secret for nearly a decade in preparation for the prosecution.

The doctrine of reasonable doubt was then expounded by the court, who added that it did not extend, so far as the jury was concerned, as to the validity of the Sherman act.

The jury was instructed to interpret the law as it found it, i. e., to pay no attention to criticism of the law; to determine if there had been a conspiracy and combine in restraint of trade.

The question as to whether the profits had been large or small was no defense. The court next took up the exclusion of certain testimony which was given concerning one group and not another of the packers. This instruction applied in part to evidence concerning the old pool, the meetings in the offices of A. H. & Henry Veeder, the trust builders. Judge Carpenter's final instruction was impressive.

"Do not sacrifice your self-respect. Do not be in haste. Do not rush your conscience. Bring your deliberations to an early close. Remember the momentous significance of this trial and remember justice," said the Judge. "Gentlemen, this case is with you now."

The ten packers facing possible prison sentences and fines are:  
J. Ogden Armour, president Armour & Co.  
Arthur Meeker, manager Armour & Co.  
Louis F. Swift, vice-president of Swift & Co.  
Edward F. Swift, vice-president of Swift & Co.  
Charles H. Swift, director of Swift & Co.  
Edward Tilden, president of the National Packing Company.  
Edward Morris, president of Morris & Co.  
L. H. Heyman, manager Morris & Co.  
Thomas J. Connors, manager Armour & Co.  
Francis A. Fowler, department manager Swift & Co.

That Armour & Co., Swift & Co. and Morris & Co. have just as effective a monopoly of the meat markets of the country to-day as though their proposed billion dollar combine had gone through in 1902 was the contention of Mr. Butler in his address to the jury.

"This has been a long and arduous trial," Mr. Butler said. "To my mind the most wicked thing of all is that J. Ogden Armour, a man of great power and inherited wealth; and the Swifts, men of great power and inherited wealth; and Morris, a man of great power and inherited wealth; that these men have not been fair to their country, have not been fair to the law, that it has been their desire that laws be put in their hands, that they should be able to do as they please, that they should be able to do as they please, that they should be able to do as they please."

There was a tense silence in the room, broken only by the speaker's words, as he thus arraigned the defendant packers.

Then he turned to the jurors with an appeal to their patriotism, to their duty as citizens of the United States, pointing out to them what he pictured as the greatest opportunity ever accorded any body of men to be of service to their country.

Shortly after 8 o'clock this evening it was learned that H. I. Bucklin, one of the jurors, who has been ill for several days, was feeling weak and nervous and that the jury planned to adjourn early this evening.

It was also rumored that after the jurors had elected a foreman one ballot was taken merely to learn how the men stood on the case. Those interested do not believe that a verdict will be reached to-night.

CAPT. WENIGE IS OUT.  
Resigns Under Charges From Command  
In Fourteenth Regiment.

Capt. Arthur E. Wenige of the Fourteenth Infantry, a Brooklyn regiment of the National Guard, has resigned under charges and the division commanders recommended that he be allowed to retire "for the good of the service."

Wenige lives at 340 Columbia avenue, Woodhaven, Queens. He studied at Cooper Institute, and is a graduate of the Sheffield Scientific School at Yale. He is a member of the Society of Civil Engineers and a Mason. He once taught at St. Matthew's Protestant Episcopal Church.

### DETROIT TEAM IN A WRECK.

Mullin, Summers and Other Baseball  
Players Hurt in a Train at Vicksburg.

VICKSBURG, Miss., March 25.—The Detroit Tigers were badly shaken up and several of their number sustained injuries in a railroad wreck shortly after 10 o'clock to-night in the railroad yards. Their section of a train crashed into another section which had been taken off the ferry that carries the trains across the Mississippi River. The ball players in two cars were thrown, helters skelters across the road and on the floor.

The injured are George Mullin, the pitcher, knee sprained; Eddie Summers, pitcher, hip and knee badly wrenched; Jack Onslow, back wrenched; Jim Delahanty, legs bruised; Charlie O'Leary, kneecap cut and bruised, and Jim Maroney, back wrenched and legs hurt.

Hardly a member of the party escaped without some bruises or cuts.

NEW FLORIDA A WORLD BEATER.  
Makes 22.54 Knots, Fastest Rate Ever  
Reached by a Dreadnought.

ROCKLAND, Me., March 25.—The battleship Florida, a ship constructed in a Government navy yard, was put through her paces over the measured mile course to-day for standardization purposes. The highest speed she made, 22.54 knots, is not only the fastest ever attained by an American dreadnought but is a record for her class throughout the world.

According to naval officers here, the nearest approach to this speed was made by H. M. S. Vanguard, one of the newest British dreadnoughts. Her top speed was 22.50 knots.

The tryout to-day was of particular interest because the Utah, built on the same lines by private builders, reached a speed of 21.67 knots and they were much pleased that the Florida, built by the Government, had exceeded that rate.

The ship made twenty-two runs over the course, and the high wind and heavy seas had little or no effect upon her speed, she burned coal entirely under her boilers, as the oil fuel tanks are not yet in place.

The Florida will start on her four hours endurance run to-morrow.

MRS. CARSON'S MOTHER DIES.  
Shock of Daughter's Suicide After Arrest  
for Smuggling Kills Her.

LOS ANGELES, Cal., March 25.—Mrs. Josephine Maybury, mother of Mrs. Blanche Carson, who hanged herself in New York, died here to-day when told of her daughter's suicide. She was 74 years old.

Mrs. Carson, a widow of large means, had returned from a long trip abroad, including attendance at the Durbar in India, was arrested for not declaring \$20,000 worth of pearls and other gems she brought over on the North German Lloyd liner George Washington last Tuesday. She was under bail to appear before a United States Commissioner when, some time before dawn Wednesday morning, she hanged herself with a trunk strap from the window of her room in the Hotel Brocton.

GERMAN SHIPS TO VISIT US.  
Moltke, Bremen and Big New Cruiser  
Coming Here in June.

Special Cable Dispatch to THE SUN.  
BERLIN, March 25.—The division of the German fleet which is to visit the United States in June to return the visit of the second division of the United States Atlantic fleet to Kiel in June last is to be composed of the armored cruiser Moltke, the protected cruiser Bremen and one of the modern protected turbine cruisers.

GEN. KEARNY'S BODY IN STATE.  
Will Rest for a Day in City Hall Before  
Removal to Arlington.

The body of Major-Gen. Philip Kearny who was killed at the head of his division in the battle of Chantilly, Va., will rest from noon April 1 until the following day in the City Hall. Since his death the body of Gen. Kearny has remained in the family vault in Trinity churchyard. It is to be removed to Arlington cemetery and above his grave will be erected a monument for which \$10,000 has been appropriated by the State of New Jersey. Impressive services will mark the removal of the body. They will be arranged by the Phil Kearny Post of New York city. There will be a parade of honor from the regular and volunteer regiments stationed here.

LADY WARWICK'S DEPARTURE.  
She Says by Wireless That Travelling  
Here Was Too Strenuous for Her Health.

A wireless dispatch to THE SUN from the steamship Olympic throws the following light on the sudden departure for England last Saturday of the Countess of Warwick, with lecture engagements cancelled, some of which had been renewed on the day before she sailed:

"To THE SUN: Travelling too strenuous. Avoiding breakdown. Besides needed home affairs."  
"WARWICK."

A DISTURBER OF TRAFFIC.  
Lay Down on Subway Tracks and Held  
Up Trains—Fined \$3.

William Miskelsider, a Russian laborer whose address is unknown, was ordered into the subway at Wall street yesterday afternoon and lay down across the tracks. A newboy saw him and told the ticket chopper, who asked him to get up. He then tried to coax Miskelsider to find another couch. Miskelsider wouldn't budge and the ticket chopper had to call in Policeman Schmidt, who forcibly removed the big laborer. Meantime traffic waited for at least ten minutes.

In the Tombs Court Miskelsider was charged with disorderly conduct. He couldn't speak English and the interpreter could understand little that he said. Magistrate House settled the case by fining him \$3. The prisoner had no money and was locked up in the Tombs.

Settles Suit Over Antiques.  
John S. Phipps Settled Yesterday a suit  
brought against him by a London antique  
furniture firm to recover on a bill for fur-